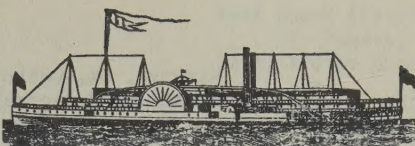


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The index comprises three lists: SUBJECTS AND TITLES, AUTHORS, and VESSELS. The last, by far the longest, will be the quickest means of locating information on a specific craft whose name is known. For more general reference, SUBJECTS AND TITLES will be useful. Entries include cross-reference to principal bodies of water and steamship lines. The AUTHORS list covers only authors of Steamboat Bill articles (and editors of regular sections). It does not include authors of books reviewed.

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Vessels are listed under every name which appears in the text. An additional listing is made under a vessel's original name, if known to SB, even though omitted from the text. All entries under original names list all subsequent names, and all page references to the vessel under whatever name. Entries under a subsequent name give the original name as cross reference, but list page references only where the subsequent name is mentioned.

The history of each vessel as given in the pages of SB has been accepted for indexing purposes. Previous volumes of SB have been checked, but no additional research outside of SB has been attempted.

No attempt at particular identification has been made, except where more than one vessel of the same name appears in this index; or where identity (or non-identity) of a like-named vessel in a previous SB volume must be shown. In such cases craft are differentiated (1) by official numbers, if known, (2) by building dates, if no number is known, or (3) by more general dating or geographic location, if neither (1) nor (2) is available. Where a ship bore both a U. S. and a foreign official number, the number appropriate to the entry is given.

The following abbreviations and symbols are used in the VESSELS list:

- a, b, c, etc., before name, indicates sequence of names for same vessel; a earliest.
 B before number, indicates British official no.
 blt. before date, indicates building date.
 C before number, indicates Canadian official no.
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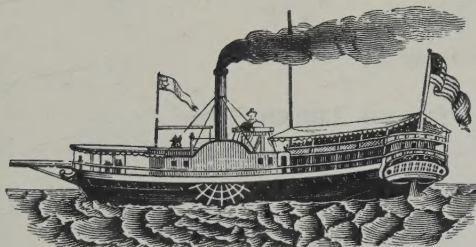
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THE LYTLE LIST

MERCHANT STEAM VESSELS OF THE UNITED STATES

1807 - 1868



IN 1867, the United States Government issued the first volume in an annual series listing American merchant vessels, both sail and steam. Since that time, details of individual ships have been recorded in this form for easy reference.

Prior to 1867, however, few accurate records were kept. The era which ushered in the first steamboat and saw this new motive power grow to rule the nation's shipping, has been a closed book to all but the most experienced researchers. In this period of great expansion, steamboats appeared on most of the nation's rivers, harbors, and lakes; and steamships were built to sail the coastal waters and the oceans. In the reckless ways of the times many vessels exploded boilers, burned, or were wrecked. Competition forced the building of new and finer steamers from year to year, until hundreds were afloat.

The Civil War dealt the American steam marine a serious blow. Dozens of vessels of all sizes and conditions were bought or leased for war duty and many were destroyed in service. Names were changed in many cases, and details of steamers, previously difficult to check, became even further confused.

THE LYTLE LIST

Now, for the first time, a detailed accurate record of vessels, covering the first 60 years of American steamship development is available to shipping companies,

libraries, historical societies, museums, and individuals interested in this phase of our nation's history. This work, named the Lytle List for its original compiler, William M. Lytle, will soon be published by the Steamship Historical Society of America.

Covering many thousands of steam vessels, the list is in four sections. The main part shows the rig, name, official number if any, year and place of build, first home port, and year of removal from documentation as a merchant steamer of each registered, enrolled, or licensed steam vessel of which any official record has been found. It covers the years from 1807 to 1868, and vessels are listed in alphabetical order.

The second part includes losses of United States merchant steam vessels, 1807-1867; and contains additional information as to the manner, place, and date of disaster, and the number of lives lost.

The third part covers merchant vessels of the United States converted to steam, principally from sail, during the period 1807-1867.

The fourth part titled "Steam vessels mentioned in contemporary newspapers or other sources but not in Federal records 1807-1867," contains names of steamers that apparently existed, but for some reason or other, were not registered, enrolled, licensed, or inspected.

THE COMPILERS

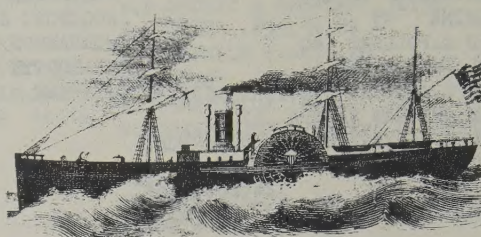
The vast job of assembling the data in the Lytle List was done principally by the late William M. Lytle, Deputy Commissioner of Navigation in the U. S. Commerce Department from 1927 to 1932. Mr. Lytle was born in Wadsworth, Ohio in 1859. His first government assignment was with the Register of the Treasury in 1881, and in 1884 he transferred to the Bureau of Navigation where he remained until his retirement. He became a prime authority on customs and navigation laws as well as on old steam vessels. He prepared an account of iron shipbuilding in the United States, 1834-1872, which was included in the Annual Report of the Commissioner of Navigation for 1899. In 1931, the Bureau of Navigation printed a small unbound edition of "Steam Vessels built in the United States 1807-1856," a 107-page list compiled under Mr. Lytle's supervision.

In gathering material for the present list, Mr. Lytle checked abstracts of registers, licenses, and enrollments issued to various vessels, and copies of actual documents surrendered and sent in to the Bureau of Navigation. In addition, he consulted "Proceedings of the Supervising Inspectors of Steam Vessels, 1852-1870," the annual reports of the Secretaries of War and Navy, the Official Records of the Union and Confederate Navies in the War of the Rebellion, and miscellaneous reports of steamboat losses in House and Senate documents from 1825 to 1870. Besides these and other government documents, Mr. Lytle combed the files of more than 73 different newspapers from various parts of the country for the years covered.

At Mr. Lytle's death in 1944, the list was far from being ready for publication. His notes, files, and cards were turned over to the National Archives with the understanding that eventually it might be published. This might never have come about had it not been for the untiring efforts of Dr. Forrest Holdcamper of the National Archives who edited the list, checked all entries and prepared it for publication with the able assistance of Mr. John E. Nolen, also of the National Archives, Mr. C. Bradford Mitchell, Editor-in-Chief of the Steamship Historical Society's quarterly bulletin, and Mr. Alexander Crosby Brown, Chairman of the So-

ciety's Publications Committee. The list was alphabetized, cross-referenced, and supplied with footnotes. Records of custom houses not available to Mr. Lytle were checked, and many entries for craft of 5 to 20 tons were added.

Publication of the Lytle List has been undertaken by the Steamship Historical Society of America, Inc., a non-profit organization founded in 1935. The Lytle List will be the sixth in a series of special historical publications relating to steam navigation issued by the Society, in addition to its quarterly bulletin, "Steamboat Bill of Facts."



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